remarkable composure in the face of racial prejudice. She built the foundation on which Venus and Serena Williams and Tiger Woods now stand.

The life of Althea Gibson is much more than a story about a successful tennis champion. It is a story about education, opportunity, hope, perseverance, and the responsibility we all have for helping those who are less fortunate than ourselves.

Althea Gibson was born on August 25, 1927, in the small town of Silver, South Carolina. Her family moved to Harlem in New York City when she was 3. Her family was on welfare. She was a client of the Society for the Prevention of Cruelty to Children. She had trouble in school and was often truant. She ran away from home frequently.

Tennis, which first came to the United States in the late 19th century, by the middle of the 20th Century had become part of a culture of health and fitness. Public programs brought tennis to children in poor neighborhoods, though those children could not dream of playing in the elite tennis clubs.

Althea played paddle tennis in public recreation programs and became quite proficient. Musician Buddy Walker noticed her playing table tennis and took her to the Harlem River Tennis Courts, where she learned the game and excelled. By 1942, Gibson had won the girls' singles event at the American Tennis Association's New York State tournament, an all-black organization. She won again in 1944 and 1945.

In 1946, two tennis-playing doctors who were active in the black tennis community, Hubert Eaton of North Carolina and Robert Johnson of Virginia, took in Althea Gibson, Eaton during the school year and Johnson during the summer. Gibson, who had dropped out of high school, was made to finish high school and eventually graduated from Florida A&M University in 1953.

In 1950, when Gibson was 23 years old, she was permitted to play at the U.S. Nationals, becoming the first black to compete in the tournament. In 1956, Althea Gibson made history by becoming the first black person to win the French championships. The next year she made history by winning Wimbledon and the U.S. Nationals, the first black to win either. Althea won six out of a total of 11 Grand Slam events, including six doubles titles, on her way to the International Tennis Hall of Fame and the International Women's Sports Hall of Fame.

Althea Gibson is quoted as saying, ''I always wanted to be somebody. If I made it, it's half because I was game enough to take a lot of punishment along the way and half because there were a lot of people who cared enough to help me.''

Though Arthur Ashe and the Williams sisters have met their own challenges, Althea Gibson was the first black person of either sex to break the color barrier in national and international tournament tennis at a time when prejudice and racism were far more pervasive in society and in sports. Althea Gibson was not only somebody, she was someone special.

So we celebrate the life of Althea Gibson by ensuring that our policies and laws lift up and assist the less fortunate among us so that they too may fulfill their dreams and their potential as Althea Gibson did. I commend the gentleman from New York for introducing this legislation.

Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Ms. ROS-LEHTINEN. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from Florida (Ms. ROS-LEHTINEN) that the House suspend the rules and agree to the concurrent resolution, H. Con. Res. 69.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the concurrent resolution was agreed to.

A motion to reconsider was laid on the table.

□ 2045

EXPRESSING THE SENSE OF CONGRESS REGARDING THE IMPORTANCE OF MOTORSPORTS

Ms. ROS-LEHTINEN. Mr. Speaker, I move to suspend the rules and agree to the concurrent resolution (H. Con. Res. 320) expressing the sense of the Congress regarding the importance of motorsports.

The Clerk read as follows:

H. CON. RES. 320

Whereas on March 26, 1903, a century of motorsports was inaugurated at an automobile race held on a beach in Volusia County, Florida;

Whereas motorsports are now the fastest growing sports in the United States;

Whereas races are conducted at numerous motorsports facilities located in every State;

Whereas racing fans are able to enjoy a wide variety of motorsports sanctioned by organizations that include Championship Auto Racing Teams (CART), Grand American Road Racing (Grand Am), Indy Racing League (IRL), International Motor Sports Association (IMSA), National Association for Stock Car Automobile Racing (NASCAR), National Hot Rod Association (NHRA), Sports Car Club of America (SCCA), and United States Auto Club (USAC);

Whereas the research and development of vehicles used in motorsports competition directly contributes to improvements of safety and technology in automobiles and other motor vehicles used by millions of Americans;

Whereas 13,000,000 fans will attend NASCAR races alone in 2003;

Whereas fans of all ages spend a substantial amount of time at motorsports facilities participating in a variety of interactive theme and amusement activities surrounding the races;

Whereas motorsports facilities that provide these theme and amusement activities contribute millions of dollars to local and State economies as well as the national economy; and

Whereas tens of millions of Americans enjoy the excitement and speed of motorsports every week: Now, therefore, be it

Resolved by the House of Representatives (the Senate concurring), That Congress recognizes the importance of motorsports and its evolution over the past century and honors those who have helped create and build this great American pastime.

The SPEAKER pro tempore (Mr. PEARCE). Pursuant to the rule, the gentlewoman from Florida (Ms. ROS-LEHTINEN) and the gentleman from Illinois (Mr. DAVIS) each will control 20 minutes.

The Chair recognizes the gentlewoman from Florida (Ms. ROS-LEHTINEN).

GENERAL LEAVE

Ms. ROS-LEHTINEN. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on the concurrent resolution under consideration.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from Florida?

There was no objection.

Ms. ROS-LEHTINEN. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, Americans have loved speed since anyone can remember, and that is why I commend the gentleman from Florida (Mr. FEENEY) for introducing House Concurrent Resolution 320 that expresses the sense of the Congress regarding the importance of motorsports.

Mr. Speaker, I yield such time as he may consume to the gentleman from Florida (Mr. FEENEY).

(Mr. FEENEY asked and was given permission to revise and extend his remarks, and include extraneous material.)

Mr. FEENEY. Mr. Speaker, I thank the gentlewoman from Florida (Ms. ROS-LEHTINEN), who is a great friend of mine, for yielding me this time.

House Concurrent Resolution 320 expresses the sense of Congress regarding the importance of motorsports in America. If we think about this, it is going to be a great 100-year centennial celebration. I also thank the gentleman from Florida (Mr. BOYD), who is my cosponsor on this resolution and also helped me to introduce this resolution to honor the 100-year anniversary, which is very important to Americans.

Mr. Speaker, 100 years ago the first sanctioned automobile race was held in Ormond Beach, Florida, on the beach, just slightly north of my district, in the district currently represented by the gentleman from Florida (Mr. MICA). We have come a long way in automobile racing and automobiles in the United States of America since then.

In 1903, automobiles were mostly for the well-off, the rich. These races were sponsored by the Ormond Hotel Association. It was a seasonal gathering place for wealthy northerns down on the beach in Florida, which is a great place to vacation no matter what decade or year or century it happens to be.

The 3-day tournament of time trials was held in March 1903 for the first time and set seven American records and two world records. The Ormond Challenge Cup, one of the first times an American speed race took place, Bullet Number 1 was owned by Alexander Winton and car Number 2 was Pirate owned by Ransom Olds of Oldsmobile fame; and they dueled each other in what is now known as drag racing. Bullet Number 1 won by two-tenths of a second.

For 8 years, Ormond Beach was the place to go, but ultimately beach racing migrated south to Daytona Beach, which is now a district shared by the gentleman from Florida (Mr. MICA) and myself. In 1936, stock car racing began on a 3.2 mile beach course. Cars ran 1.5 miles north on the beach, took a banked sand turn, and ran 1.5 miles back on a paved raceway and returned to the beach.

World War II stopped automobile racing; but at the end of World War II, a famous American racer, a hero to race fans, William ''Big Bill'' France, one of the first racers back in the 1930s, along with 18 other members, started NASCAR. NASCAR took root on the beach of Ponce Inlet, a beautiful place to visit whether a race fan or not. In 1948, NASCAR began racing there on a 2.2 mile track, one-half mile on the beach's hard-paved sands, and the other one-half mile on the paved South Atlantic Boulevard back.

Ultimately, we decided to get off the beach because there were too many fans gathering around the beach races on an annual basis in the Daytona Beach area. It was Bill France and his family that led the way. They wanted to move racing from the beach to a specially designed, challenging race course.

Starting in 1953, Mr. France started to build an inland race facility. The speedway opened in February 1959 with the first Daytona 500, a race that is famous to this very day. There were 41,000 fans that witnessed that first race, and today we still watch and enjoy that race on an annual basis. This year there are some 13 million fans who will attend NASCAR events in the United States of America.

But it is not just Daytona Beach and Ormond Beach; I am proud of my district's record in terms of establishing the first creative, exciting races for America, but the truth of the matter is now we have the Indianapolis 500. The first Indianapolis 500 was held in 1911, and the race was won with a top speed of 74.6 miles per hour. I note on a collateral basis, that is not enough to get a driver ahead of the next car on the Florida Turnpike today; but the truth is, we have come a long way.

Today's auto racing facilities have come an awful long way from the early races on the beach. Motorsports entertainment complexes nowadays accommodate tens of thousands of fans on tracks that are safer for drivers and spectators alike. Facilities like Daytona Beach International Speedway and other facilities across the country have evolved into what we would have to consider full-fledged theme parks for constant year-around entertainment for families and racing enthusiasts alike.

Mr. Speaker, I want to say that research and development of the vehicles that Americans use every day on the streets have been facilitated by the challenges that we have on NASCAR fast-track speedways around the country. What started as amusement for wealthy individuals in the Florida sunshine in the winter now provides not just entertainment for millions of Americans, but also helps us beef up our technological, our safety, and our capabilities across the board.

I think it is fitting that we recognize a sport that on a daily basis gets TV ratings the same as any of the major football or basketball sports; and if we look at attendance at the parks where these NASCAR events are run, they are three times what we will get for the Super Bowl last year, this year, and every year; and they do that in some 31 States that have these events.

Ms. ROS-LEHTINEN. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I would say to the gentleman from Florida (Mr. FEENEY) that he confirmed what I heard from Danielle from the office of the gentleman from Texas (Mr. DELAY), and the soccer moms of the 1990s have been replaced by the NASCAR dads of this century, or the NASCAR families of this century.

Mr. FEENEY. Mr. Speaker, will the gentlewoman yield?

Ms. ROS-LEHTINEN. I yield to the gentleman from Florida.

Mr. FEENEY. Mr. Speaker, I would tell the gentlewoman from Florida that there is a November 10 article in National Review magazine that on the front cover refers to America now as ''NASCAR Nation,'' and I include a copy of that article for the RECORD.

NASCAR NATION

ONE JOURNALIST'S JOURNEY OF DISCOVERY

(By John Derbyshie)

Forget about the Soccer Mom, object of obsessive interest to political strategists in the last two presidential elections. Two election cycles is as much concentrated attention as a voter bloc can expect to get in these fast-changing times. The candidates of 2004 have fixed their sights on a new quarry: the NASCAR Dad. So, at any rate, we are told by Democratic pollster Celinda Lake, who coined the term. A NASCAR Dad is a rural or small-town voter, most likely white and living in the South. Once upon a time he was a reliable Democrat, but he has been voting steadily Republican in recent elections for ''cultural'' reasons—reasons having to do with guns, religion, patriotism, and lifestyle. What, exactly, is his connection with NASCAR—the National Association for Stock Car Auto Racing? In the hope of finding out, I recently attended a major NASCAR event at the Talladega track in Alabama. Before I report on what I found, here is some background on the sport NASCAR represents.

The term ''stock car'' refers to a street automobile from a dealer's stock, the kind you and I drive, as opposed to the custom-built pod-and-strut mutants you see in Formula One racing. When ordinary citizens began to purchase automobiles in large numbers in the 1930s and 1940s, some of them were taken with the urge to race against other drivers on unpaved local dirt tracks. Spectators assembled to watch. Drivers tinkered with their engines to give them more speed. This was happening all over the country by the late 1940s, when NASCAR was founded, but it was happening much more in the South than elsewhere. Wherever it happened, though, it was from the beginning mainly a working-class interest, taken up by young men who liked fiddling with automobiles and exhibiting physical courage among their peers.

A notable early attempt to bring stock-car racing to wider attention was Tom Wolfe's long article ''The Last American Hero'' in the March 1965 issue of Esquire. Wolfe's subject was Junior Johnson, who raced from 1953 to 1966, and was thereafter involved in the sport as an owner until 1995. One of stock-car racing's early superstars, Johnson had perfected his skills by working as a driver for his father's moonshine business in the Appalachian foothills, racing along remote country roads by night to outwit the ''revenuers''—agents of the federal Bureau of Alcohol, Tobacco, and Firearms. Johnson Senior was one of the biggest operators of illegal whiskey stills in the South.

Tom Wolfe had no difficulty getting some color out of Junior Johnson and his neighbors in Wilkes County, N.C. While insisting that ''very few grits, Iron Boy overalls, clod-hoppers or hats with ventilation holes up near the crown enter into this story,'' Wolfe nonetheless managed to leave his readers with the impression that stock-car racing was a sport favored pretty exclusively by white Southern rustics—the kind of people who keep coon dogs and, in common with the late Hank Williams, believe that ''hill'' rhymes with ''real.'' Junior Johnson's own take on the episode was of course from the other side of the cultural divide: ''That Wolfe guy was something else. He showed up down here in Wilkes County talkin' funny with a New York accent [Wolfe is from Virginia], and wearin' fancy clothes.''

Officials of NASCAR nowadays wince at this Southern-rustic image. Stock-car racing is, they insist, a sport for everyone, an inclusive sport, a family sport. For 30 years they have been trying to shake off those connotations of liquor-running good ol' boys and big-haired women. They have had some success in spreading interest around the country, but they have not yet persuaded America's cognitive elites to take stock-car racing seriously. This was apparent in February 2001, when NASCAR superstar Dale Earnhardt was killed in a crash at the Daytona 500. Earnhardt was mourned extravagantly by millions of racing fans. Meanwhile, from executive suites and faculty common rooms, from the wood-paneled corridors of prestigious law firms, from the bustling, ''diversity''-obsessed editorial offices of broadsheet newspapers and network-TV newsrooms, rose the plaintive cry: ''Dale who?''

Yet if you look at the numbers, this is not a minor sport. NASCAR's Winston Cup, the biggest of the three ''major league'' series in the stock-car-racing calendar, drew 6.7 million ticketed spectators for 36 events last year, an average of 186,000 per event. By way of comparison, paid attendance for the NFL in 2002 averaged 66,000 per event, for major league base 28,000, for NBA basketball 17,000. TV viewership for a NASCAR race runs around 15 to 20 million, the same as for many major-league baseball playoff games.

What is that all these people are watching? What's the appeal? There must be some deep desire in the human psyche to watch human beings race vehicles round a circuit. Chariot races were, after all, an obsession of both the Romans and the Byzantines. I went to Alabama seeking enlightenment.

FAR FROM DISNEY

Your first impression of Talladega speedway is of sheer size. The track is an approximate oval, with grandstands at both the long sides. Seen from one grandstand, the opposite one seems to shimmer in the misty distance. It is in fact only three-fifths of a mile away, but appears farther because of the haze generated by huge quantities of traffic all around, and by barbecue grills on the infield. Oh, the infield—I had better explain about the Talladega infield.

The infield—212 acres at Talladega—is the interior of the oval. You get to it by driving through one of three tunnels under the track. Much of the infield is taken up with maintenance areas, garages, administrative buildings, and access roads, but the remainder—around 120 acres—is available to fans. And here they are, the hard core of stock-car-racing fandom. And here are their vehicles: Your second impression of the speedways is that you have never in your life seen so many RVs (that is, recreational vehicles, campers) all in one place. The infield fan areas are filled with folk who arrive typically a day or two before the big race and just camp out there in the infield. Some of the RVs are improvised. One popular model consists of an old school bus painted some improbable color, with metal railings welded around the roof so the occupants can stand up there to watch the race.

NASCAR's attempts to Disneyfy their sport have made little headway in the Talladega infield. The crowd is noisy and beery. They wear denim shorts and T-shirts, baseball caps or bandannas. I see a lot of tattoos and a lot of Confederate flags. The track's security people inspect the interior of each vehicle before allowing it to park, and I was told it has been ''some years'' since there was a shooting on the infield, but things still get rowdy, particularly the night before a big race. (Among the track's other administrative facilities is a small jail.) Rowdy, and raunchy too: The Mardi Gras custom of beads for skin (you give the lady a string of beads, she briefly exposes her chest) has come up to Talladega, and it is common to see girls with several strings of beads round their necks—although, as one of my NASCAR minders noted wistfully, ''The girls you'd like to see doing it aren't the ones doing it.''

I watched the first few minutes of the race from the infield, near the starting line. The 43 competing vehicles circle the track slowly, two by two, behind a pace car. Each car's position in line has been determined by pre-race qualifying laps. As they come to the starting line, the pace car pulls off the track, a green flag is waved and the drivers throttle up to full power. Everyone had told me that this is the most thrilling moment of a race, and they did not lie. That mighty surge of engines, the even mightier roar of the crowd, the smell of gasoline and rubber, all combine into an extraordinary sensory experience. What follows is necessarily something of anticlimax, especially as it goes on for three hours or more. The lead cars tend to form a large ''pack,'' so you get a small reprise of that starting thrill each time the pack passes your viewing point, but after half of an hour or so, as the faster cars lapped the slower ones. I lost track of who was leading.

I wandered down to the pit area. Cars need to be refueled as several points in a 500-mile race, and wheels need to be changed. A driver loses position when he makes a pit stop, of course, and part of the strategy of racing—there is a great deal of strategy in this sport—is judging the best time to make your stops. The pit work is done with terrific dispatch, by teams who practice endlessly at shaving tenths of a second off their turn-around time. The team I watched—it was driver Bill Elliott's—changed four wheels and refueled the car all in less than 15 seconds. They have a trick of pre-fixing the lugs in place on the replacement wheels with an elastic cement. Then, when the old wheel is off, on goes the new one, bang!, and the power wrench secures the lugs, DZ!-DZ!-DZ!-DZ!-DZ! ''Slicker 'n snot on a doorknob,'' pronounced the team leader with satisfaction as Elliott vroomed away.

Up close the cars look surprisingly small and flimsy. Their ''stock'' nature is, at this point in the evolution of the sport, highly theoretical. Eligible models in the Winston Cup series are the Chevy Monte Carlo, Pontiac Grand Prix, Ford Taurus, and Dodge Intrepid, but none of the cars I saw bore much resemblance to the street models of those marques. None of their side bodywork panels paused to include a door, for instance; the driver climbs in and out through his side window (which has no glass). An owner I spoke with, who had a Monte Carlo entered in the race, described to me in loving detail how his mechanics hand-tool all the care parts in his 75,000-square-foot machine shop. I interrupted him to ask: ''You hand-make everything? So where, exactly, does Chevrolet come in?'' He looked a little flustered. ''Oh, you know, they supply some parts . . . the chassis design . . .''

It is commonly said that car-racing fans go to the track in the hope of seeing a grisly crash. From my own encounters with fans on the infield and in the stands, I don't believe this. Aside from the sensory thrills of speed and noise, and the rude social pleasures of the infield, the main appeal of the sport, for most fans, lies in rooting for their favorite drivers. Each one has some points of character, personal history, or driving style that endear him to, or repel, some section of the fan base. A few are wildly popular with practically everyone: Dale Earnhardt Sr. was, and his son, Dale Jr., now is. (''On account of his daddy,'' a lady fan in the stands said fondly when I asked why.) A few are widely disliked. Kurt Busch, a fast-rising young star known for . . . unorthodox driving tactics, is a villain to traditionalists, and to the kind of Southerner who believes in maintaining the exquisite manners of the region even when you are trying to kill someone. When the drivers were individually announced during the pre-race proceedings at Talladega, his name was greeted with a great outbreak of booing from the fans.

What then of those stereotypes the NASCAR suits so strenuously try to distance themselves from? The Southern bias, for example? Since Talladega, smack plumb in the heart of the Heart of Dixie, is the only track I have ever been to, my personal experience of the sport has not been well balanced, and I shall dutifully report that you can attend a stock-car race in any part of the country. There are major tracks in California, Kansas, and New Hampshire. The mathematician in me wants to check the numbers, though, and the numbers suggest the following broad truth: Half of this sport belongs to the South, while the other half is spread out among all the rest of us.

Take the location of tracks, for example. Defining the South to be the old Confederacy plus Kentucky, of the 21 major tracks (not counting road courses) in the U.S., 11 are in the South. These Southern tracks have 15.4 of the available 32 miles of roadway and 1.31 million of the total 2.46 million grandstand sets. Over a half, nearly a half, and over a half. It is the same with the 43 drivers at Talladega: I tallied 21 drivers from the South; the next biggest regional group was from the Midwest, with 11 drivers.

Every one of these 43 drivers, by the way, was a white male. None had a Hispanic surname, though Christian Fittipaldi is from Sao Paulo, Brazil. The median age of the drivers was over 39—older than I would have expected. Every one older than 34 was married, with a median 3.5 children.

The Southernness, whiteness, maleness, and (though I am going out on a limb here) heterosexuality of the sport offer obvious openings to PC inquisitors. Last June, for example, a board member of Jesse Jackson's Rainbow/PUSH operation told reporters that stock-car racing is ''the last bastion of white supremacy.'' This was a counterstrike in a campaign by Jackson's critics to get NASCAR to stop contributing to Rainbow/PUSH, on the grounds that the funds end up mostly in the pockets of Jackson, his relatives, and his mistresses. The campaign was eventually successful and NASCAR stopped their contributions. In the conversations I had at Talladega, fan approval was unanimous.

There was nothing racist about that approval, though. Among the celebrities introduced onstage during the pre-game show at Talladega were the current Miss America and football great Reggie White, both black. They were cheered as loudly as anyone—Reggie White especially so, for having taken a strong anti-Jackson line in the summer's controversy. It is true that NASCAR fans are overwhelmingly white, but they have nothing against black people. It is only that, like much of the rest of the country, they are sick of the racial-guilt industry, and most particularly of Jesse Jackson and his self-enriching shakedown schemes. And although NASCAR has cut the tie with Jackson, it maintains a busy program of ''diversity internships'' for minority college students.

The reason for the paucity of black drivers and owners—there are a handful—is captured by Adam Bellow in his book In Praise of Nepotism: ''In auto racing, an equipment-intensive sport with a high financial barrier to entry, it pays to have family connections.'' In fact, the NASCAR personnel database reads like the First Book of Chronicles, with drivers begetting drivers and owners in apparently endless succession.

The social appeal of stock-car racing is wider than it used to be, and getting still wider, with college logos now featuring among the ads that festoon race-car bodywork. A sport built around such a strong network of family connections is, however, going to grow away from its roots only very gradually. This remains a conservative sport. That does not mean, of course, that its fan base can be guaranteed to vote for conservatives. The folk I mingled with at Talladega the other day were still largely working- and lower-middle-class. If they were to lose their jobs in a major recession, they would not stop to ask whether the President in charge at the time called himself a conservative or a liberal. Likewise, while they will cheer on their commander in chief if he pursues a determined war against our nation's enemies, they will not long tolerate U.S. fatalities in a drawn-out politicized conflict where vigorous action is restrained by deference to the opinions of foreigner hecklers or self-anointed domestic elites.

I am going to leave it to professional analysts to decide whether NASCAR Dads will be decisive in the 2004 elections, and just register the following impression that I brought away from Talladega with me: Whoever comes into stock-car racing, whether as driver, or owner, or fan, or political pollster, or

just inquisitive outsider, will find a sport in which physical courage is admired, family bonds are treasured, the nation's flag is honored, and the proper point of balance between courteous restraint and necessary aggression is constantly debated. I greatly enjoyed my day at the races. If NASCAR fans really do form a voting bloc, I would much rather they were on my side than the other. I am glad to have made the acquaintance of a thrilling, noisy, colorful, commercial, very American sport.

Mr. DAVIS of Illinois. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H. Con. Res. 320 and commend the gentleman from Florida (Mr. FEENEY) for introducing this legislation.

Since March 26, 1903, when the first automobile race was held on a beach in Volusia County, Florida, motorsports races have been held in every American State. Millions of Americans enjoy the excitement and speed of motorsports brought to them by such organizations as the Championship Auto Racing Teams, Grand American Road Racing, Indy Racing League, the Sports Club of America, the National Association of Stock Car Automobile Racing, and others.

The research and development of vehicles used in motorsports competition contribute to the improvement of safety and technology of motor vehicles used by the general public. Additionally, motorsports activities contribute millions of dollars to local and State economies as well as to the national economy.

As America continues to grow and develop and as we continue to exercise our creativity and ingenuity, and as we find additional ways for recreation, many people are beginning to view this as not only a spectator sport but also something that they would learn to participate in themselves.

Again I commend the gentleman from Florida (Mr. FEENEY) for introducing this resolution and urge its swift passage.

Mr. Speaker, I yield back the balance of my time.

Ms. ROS-LEHTINEN. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from Florida (Ms. ROS-LEHTINEN) that the House suspend the rules and agree to the concurrent resolution, H. Con. Res. 320.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds of those present have voted in the affirmative.

Ms. ROS-LEHTINEN. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

AWARDING CONGRESSIONAL GOLD MEDALS POSTHUMOUSLY ON BEHALF OF REVEREND JOSEPH A. DELAINE, HARRY AND ELIZA BRIGGS, AND LEVI PEARSON IN RECOGNITION OF THEIR CONTRIBUTIONS TO BROWN V. BOARD OF EDUCATION

Mrs. BIGGERT. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3287) to award congressional gold medals posthumously on behalf of Reverend Joseph A. DeLaine, Harry and Eliza Briggs, and Levi Pearson in recognition of their contributions to the Nation as pioneers in the effort to desegregate public schools that led directly to the landmark desegregation case of Brown et al. v. the Board of Education of Topeka et al.

The Clerk read as follows:

H.R. 3287

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. FINDINGS.

The Congress finds as follows:

(1) The Reverend Joseph Armstrong DeLaine, one of the true heroes of the civil rights struggle, led a crusade to break down barriers in education in South Carolina.

(2) The efforts of Reverend DeLaine led to the desegregation of public schools in the United States, but forever scarred his own life.

(3) In 1949, Joseph DeLaine, a minister and school principal, organized African-American parents in Summerton, South Carolina, to petition the school board for a bus for black students, who had to walk up to 10 miles through corn and cotton fields to attend a segregated school, while the white children in the school district rode to and from school in nice clean buses.

(4) In 1950, these same parents, including Harry and Eliza Briggs, sued to end public school segregation in Briggs et al. v. Elliott et al., one of 5 cases that collectively led to the landmark 1954 Supreme Court decision of Brown et al. v. Board of Education of Topeka et al.

(5) Because of his participation in the desegregation movement, Reverend DeLaine was subjected to repeated acts of domestic terror in which—

(A) he, along with 2 sisters and a niece, lost their jobs;

(B) he fought off an angry mob;

(C) he received frequent death threats; and

(D) his church and his home were burned to the ground.

(6) In October 1955, after Reverend DeLaine relocated to Florence County in South Carolina, shots were fired at the DeLaine home, and because Reverend DeLaine fired back to mark the car, he was charged with assault and battery with intent to kill.

(7) The shooting incident drove him from South Carolina to Buffalo, New York, where he organized an African Methodist Episcopal Church.

(8) Believing that he would not be treated fairly by the South Carolina judicial system if he returned to South Carolina, Reverend DeLaine told the Federal Bureau of Investigation, ''I am not running from justice but injustice'', and it was not until 2000 (26 years after his death and 45 years after the incident) that Reverend DeLaine was cleared of all charges relating to the October 1955 incident.

(9) Reverend DeLaine was a humble and fearless man who showed the Nation that all people, regardless of the color of their skin, deserve a first-rate education, a lesson from which the Nation has benefited immeasurably.

(10) Reverend DeLaine deserves rightful recognition for the suffering that he and his family endured to teach the Nation one of the great civil rights lessons of the last century.

(11) Like the Reverend DeLaine and Harry and Eliza Briggs, Levi Pearson was an integral participant in the struggle to equalize the educational experiences of white and black students in South Carolina.

(12) Levi Pearson, with the assistance of Reverend Joseph DeLaine, filed a lawsuit against the Clarendon County School District to protest the inequitable treatment of black children.

(13) As a result of his lawsuit, Levi Pearson also suffered from acts of domestic terror, such as the time gun shots were fired into his home, as well as economic consequences: local banks refused to provide him with credit to purchase farming materials and area farmers refused to lend him equipment.

(14) Although his case was ultimately dismissed on a technicality, Levi Pearson's courage to stand up for equalized treatment and funding for black students served as the catalyst for further attempts to desegregate South Carolina schools, as he continued to fight against segregation practices and became President of Clarendon County Chapter of the NAACP.

(15) When Levi Pearson's litigation efforts to obtain equalized treatment and funding for black students were stymied, Harry and Eliza Briggs, a service station attendant and a maid, continued to fight for not only equalized treatment of all children but desegregated schools as well.

(16) As with Reverend DeLaine and Levi Pearson, the family of Harry and Eliza Briggs suffered consequences for their efforts: Harry and Eliza both were fired from their jobs and forced to move their family to Florida.

(17) Although they and their family suffered tremendously, Harry and Eliza Briggs were also pioneers leading the effort to desegregate America's public schools.

SEC. 2. CONGRESSIONAL GOLD MEDAL.

(a) PRESENTATION AUTHORIZED.—In recognition of the contributions of Reverend Joseph A. DeLaine, Harry and Eliza Briggs, and Levi Pearson to the Nation as pioneers in the effort to desegregate public schools that led directly to the landmark desegregation case of Brown et al. v. the Board of Education of Topeka et al., the Speaker of the House of Representatives and the President Pro Tempore of the Senate shall make appropriate arrangements for the presentation, on behalf of the Congress, of a gold medal of appropriate design, to Joseph De Laine, Jr., as next of kin of Reverend Joseph A. DeLaine, and to the next of kin or other personal representative of Harry and Eliza Briggs and of Levi Pearson.

(b) DESIGN AND STRIKING.—For the purposes of the awards referred to in subsection (a), the Secretary of the Treasury (hereafter in this Act referred to as the ''Secretary'') shall strike 3 gold medals with suitable emblems, devices, and inscriptions, to be determined by the Secretary.

SEC. 3. DUPLICATE MEDALS.

The Secretary may strike and sell duplicates in bronze of the gold medals struck pursuant to section 2, under such regulations as the Secretary may prescribe, and at a price sufficient to cover the costs thereof, including labor, materials, dies, use of machinery, and overhead expenses, and the cost of the gold medals.

SEC. 4. STATUS AS NATIONAL MEDALS.

(a) NATIONAL MEDALS.—The medals struck pursuant to this Act are national medals for